

Message Text

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ACTION EB-08

INFO OCT-01 EA-07 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-03 SS-15 NSC-05 /048 W

-----240741 023448 /20

R 240505Z FEB 77

FM AMEMBASSY JAKARTA

TO SECSTATE WASHDC 9415

C O N F I D E N T I A L JAKARTA 2409

E.O. 11652: GDS

TAGS: EAIR, ID

SUBJECT: CIVAIR: NEGOTIATIONS WITH GOI RECESSED

DEPARTMENT PASS TO TENNEY JOHNSON, CAB

1. SUMMARY: CIVIL AVIATION NEGOTIATIONS WITH THE GOI, MARKED BY THE UTMOST CORDIALITY, WERE RECESSED ON FEB 23 WITH SIGNING MEMORANDUM OF CONSULTATION WHICH DEFERRED FINAL CONSIDERATION UNTIL SOMETIME DURING THE SUMMER. MEMCON BEING POUCHED. END SUMMARY.

2. PRIOR TO FORMAL SESSION USDEL ACCOMPANIED BY CHARGE' HAD TWO HOUR MEETING WITH COMMUNICATIONS MINISTER SALIM, DURING WHICH MOST OF THE PERTINENT ISSUES WERE FORMALIZED AND DISCUSSED. SALIM STRESSED HIS DESIRE FOR AN AGREEMENT AND NOTED THE INTERNAL POLITICAL PROBLEMS A MEETING WHICH PRODUCED NO RESULTS WOULD CAUSE HIM. HE ALSO EMPHASIZED THAT IT WAS HIS PERSONAL WISH THAT GARUDA FLY TO THE U.S., ALTHOUGH HE NOTED IT WAS NOT NECESSARILY SHARE BY GARUDA. THROUGHOUT THE MEETING SALIM REITERATED HIS THEORY OF THE NECESSITY TO BALANCE THE INEQUALITY BETWEEN THE GOI AIRLINE AND THE U.S. AIRLINE CITING THE PRINCIPLES UNDERLYING THE NEW INTERNATIONAL ECONOMIC ORDER AS WELL AS US DOMESTIC POLICIES PROTECTING THE WEAK. HIS MAJOR THEME WAS USDEL SHOULD NOT HAVE COME TO JAKARTA IF IT CAME EMPTY HANDED. HE STATED AT ONE POINT THAT IF THE DELEGATIONS FAILED

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TO AGREE NOW THERE WOULD BE NO AGREEMENT AS LONG AS HE WAS MINISTER. USDEL ATTEMPTED TO ASSURE MINISTER OF ITS SINCERITY IN REACHING A MUTUALLY SATISFACTORY AGREEMENT, BUT NEVERTHELESS POINTED OUT THE OBSTACLES WHICH LAY IN THE PATH OF THAT OBJECTIVE.

3. THE FIRST SESSIONS RAPIDLY SAW JOINING OF THE ISSUES WHICH WERE FINALLY DEFINED AS FOLLOWS:

A. A ROUTE FROM U.S. TO JAKARTA VIA MANILA CONTINGENT UPON RECEIPT OF AUTHORITY FROM THAT COUNTRY.

B. A ROUTE FROM U.S. TO JAKARTA VIA MANILA, OR KUALA LUMPUR OR SINGAPORE; THE POINT TO BE SERVED AT THE OPTION OF THEO.S. AIRLINE.

C. NO UPLIFT OR DISCHARGE RESTRICTIONS WITH THE USE OF B747 AIRCRAFT.

D. AUTHORITY TO USE 747 SP EQUIPMENT.

E. ELIMINATION OF DENPASAR AS A POINT IN INDONESIA.

F. ALL CARGO AUTHORITY AND MULTIPLE DESIGNATION

G. SPECIAL THIRD AND FOURTH FREEDOM GIT FARES.

4. DIFFERENCES OF OPINION ON ABOVE ISSUES WERE:

A. AT URGING OF GOIDEL TO BE SPECIFIC ON US ROUTING, MANILA WAS SELECTED BUT ON BASIS THAT IMPLEMENTATION ONLY BECAME EFFECTIVE FOR BOTH SIDES UPON RECEIPT OF NECESSARY RIGHTS FROM PHILIPPINES. GOIDEL RELUCTANT TO ACCEPT THIS BUT COUCHED REJECTION IN TERMS OF USDEL SELECTING ANOTHER POINT IN EVENT MANILA UNOBTAINABLE. GOIDEL ALSO REQUESTED, BUT DID NOT PRESS, FULL TRAFFIC BETWEEN MANILA AND US POINTS. (FYI: THIS IS A CHANGE IN GOI POSITION AND IS NOT COVERED IN PENDING GARUDA CAB APPLICATION. END FYI)

B. USDEL INSISTED IT COULD NOT BE SPECIFIC ABOUT OTHER POINTS BUT MUST MAINTAIN ALL THREE COUNTRIES AS POSSIBILITIES. GOIDEL PUSHED FOR ACCEPTANCE KUALA LUMPUR OR BANGKOK BUT WOULD NOT INCLUDE SINGAPORE AS AN OPTIONAL POINT.

C. DESPITE CONTINUED GOI OBJECTION TO UNRESTRICTED USE OF 747S, USDEL MAINTAINED ITS FIRM POSITION.

D. GOIDEL EXPRESSED ITS DIFFICULTY WITH THE USE OF CONFIDENTIAL

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SP'S BUT ISSUE NOT FULLY DEVELOPED.

E. GOIDEL NOTED THAT DENPASAR RUNWAY AND APRONS SOON TO BE UPGRADED TO ACCOMMODATE WIDE-BODIED AIRCRAFT AND THEREFORE ANY FINAL DECISION TO ELIMINATE THAT POINT SHOULD BE REVIEWED BECAUSE TO REINSTATE SERVICE MIGHT BE DIFFICULT. HOWEVER, GOIDEL ALSO STATED FINAL DECISION RESTED WITH U.S.

F. GOIDEL NEITHER ACCEPTED OR REJECTED ALL CARGO AUTHORITY OR MULTIPLE DESIGNATION BUT KEPT ISSUE FUZZY. HOWEVER USDEL IMPRESSION IF ISSUES PUSHED REJECTION WOULD PROBABLY OCCUR.

G. USDEL ADVISED GOIDEL ABOUT STILL FORMATIVE U.S. POLICY ON SPECIAL GIT FARES, BUT ALSO NOTED IT WOULD RECOMMEND EITHER INTER-GOVERNMENTAL TALKS OR CARRIER TALKS ON SUBJECT IF THIS WERE ONLY REMAINING ITEM PREVENTING AN AGREEMENT.

5. BEFORE ALL ISSUES WERE FULLY DEVELOPED, THE GOIDEL SENSED THAT FULL AGREEMENT WAS NOT ATTAINABLE AT THIS TIME AND

RATHER THAN RISK DISAGREEMENT AND PERHAPS THEIR MINISTER'S
DISPLEASURE, SUDDENLY SUGGESTED THAT A MEMORANDUM OF CONSULTA-
TION BE SIGNED WHICH NOTED PROGRESS TO DATE AND WHICH RECESSED
THE TALKS UNTIL THIS SUMMER IN WASHINGTON. THE TALKS WERE
CHARACTERIZED BY THE UTMOST CORDIALITY ON BOTH SIDES AND DESPITE
THE INABILITY TO REACH TOTAL ACCORD, THE FINAL ATMOSPHERE REMAINED
FRIENDLY. HOWEVER, THE REACTION OF MINISTER SALIM IS STILL
UNCERTAIN.

6. THE PENDING GARUDA APPLICATION WAS NOT DISCUSSED AND
USDEL RECOMMENDS THAT FOR THE PRESENT NO ACTION BE TAKEN ON
IT.
GARDNER

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Message Attributes

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Concepts: CIVIL AVIATION, AGREEMENTS, NEGOTIATIONS
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Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
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Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
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Executive Order: GS
Errors: N/A
Expiration:
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Review Release Date: n/a
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SAS ID: 3243627
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: NEGOTIATIONS WITH GOI RECESSED DEPARTMENT PASS TO TENNEY JOHNSON, CAB
TAGS: EAIR, ID, US
To: STATE
Type: TE
vdkgvwkey: odhc://SAS/SAS.dbo.SAS_Docs/236ec1bf-c288-dd11-92da-001cc4696bcc
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